

SUPERCHAMPS

SEASON 3

DAYTONA TAMWORTH



REGULATIONS

THE SEASON

The season will be contested over six rounds, with a driver's best seven scores counting towards their final championship standings. N35-ST and DMAX karts will alternate between heats/races. N35-ST and DMAXs will never be on the track at the same time.

Round	Date	Circuit	Time	Format
1	8 th October 2023	GP	12:30pm	Heats
2	22 nd October 2023	GP	12:30pm	Grand Prix
3	5 th November 2023	GP	12:30pm	Heats
4	19 th November 2023	GP	12:30pm	Grand Prix
5	3 rd December 2023	GP	12:30pm	Heats
6	17 th December 2023	GP	12:30pm	Grand Prix

CATEGORIES

There will be two championship classes for both N35-ST and DMAX; Senior Lights and Senior Heavies.



ELIGIBILITY

Only experienced drivers aged 14+ in N35-ST or 16+ in DMAX will be eligible to enter into the SuperChamps series. (Drivers who are not of age but have previously competed or been approved in adult karts may still race in SuperChamps).

All drivers will be weighed in for the first round, this will determine their weight class for the championship. Drivers requiring ballast will be able to collect their ballast from the weighbridge prior to each round.

Racing weights are 70kg for Lights and 90kgs for Heavies.

Daytona can supply limited ballast for drivers, please contact yorgos.meliotis@daytona.co.uk to ensure availability.

Any driver who weighs 74.9kgs or less will be only eligible for the lightweight class.

For the Heavy class, drivers can carry no more than 15kgs of ballast to achieve the 90kgs minimum weight for the season. Drivers must be 75kg with race gear only, no added weights on the driver's person. If at the lower end of the height range, it is advised to organise a seat fitting.

If at the lower end of the weight range, please do contact us for advice on how to achieve the minimum weight limit.

All drivers will be weighed in after each heat/round, any drivers found underweight will be disqualified from the round.

THE FORMAT

There will be two formats for SuperChamps Season 3.

Grand Prix Format

10-minute Practice/Qualifying

15-minute Shootout Race - Grid order determined by fastest lap in Practice/Qualifying

25-minute Feature Race - Grid order determined by fastest lap in Shootout Race.

Drivers take part in a 10-minute qualifying session, results of this set the grid for the shootout.

Drivers then take part in a 15-minute shootout from a rolling start, fastest lap times from this race will set the grid for the feature race.

Drivers then finish off with a 25-minute feature race where here they will gain the majority of their championship standings points based off finishing positions.

Racing karts will be allocated via a 'kart draw' at sign in.

Heats Format

10 Minute Practice

10 Minute Heat - Random Grid

10 Minute Heat - Reverse Random Grid

15 Minute Final Race - Grid order determined by average position achieved in heats.

Kart allocation is random, with drivers getting into a different kart each session.

After an initial 10-minute practice session, all drivers (both Lights and Heavies) will compete in two 10-minute heats where points will be scored. The grid for the first race will be in a random order, and the grid for the second race will be a reversal of that order. Points will be tallied up from the 2 heats to make the grids for the final race.

Grids will consist of a mixture of Lights and Heavies.

All races in both categories will commence with a rolling start.

If drivers are tied on points after their heats, grid position for the finals will be determined first by the highest finishing positions in the heats. If competitors have had the exact same results, then the drivers' fastest laps will determine the starting position.

Any driver who receives a penalty in qualifying or heats will start at the back of the grid for the race start.

Drivers will be sent out of the pit-lane for the heats and races in single-file. The drivers will be stopped in a two-by-two fashion and sent through in their grid order towards turn 10.

The karts will then be sent, two-by-two, towards the start line where a marshal will start the race by waving the green flag.

If a driver spins during the out-lap or the rolling start to the grid for the Heats or Races they must start the race from the back of the grid.

CHAMPIONSHIP POINTS

Points will be awarded per weight class per round. The points available are:

Grand Prix Format: Point Scheme			
Shootout Points		Feature Race Points	
1 st	20 Points	1 st	40 Points
2 nd	18 Points	2 nd	38 Points
3 rd	17 Points	3 rd	37 Points
4 th	16 Points	4 th	36 Points
5 th	15 Points	5 th	35 Points
6 th	14 Points	6 th	34 Points
7 th	13 Points	7 th	33 Points
8 th	12 Points	8 th	32 Points
9 th	11 Points	9 th	31 Points
10 th	10 Points	10 th	30 Points
And so on Down			

Heat Rounds: Point Scheme			
Heats Points		Finals Points	
1 st	10 Points	1 st	40 Points
2 nd	9 Points	2 nd	38 Points
3 rd	8 Points	3 rd	37 Points
4 th	7 Points	4 th	36 Points
5 th	6 Points	5 th	35 Points
6 th	5 Points	6 th	34 Points
7 th	4 Points	7 th	32 Points
8 th	3 Points	8 th	31 Points
9 th	2 Points	9 th	30 Points
10 th	1 Points	10 th	29 Points
And so on Down			

(Every round has a maximum point haul of 61 points)

A bonus one point will be awarded per class, per round, for the fastest lap in the race (in the heats fastest lap bonus is only available for the final race).

Drivers who do not complete the race will not be eligible for points, and will be attributed zero points for the round. (Serious mechanical failure will not be counted as a DNF).

All points that a driver scores during the meeting will be added together and this will be the score for the day. At the end of the season, a driver's best seven scores will be added together to determine the final championship standings.

Please note that any driver who has broken any rule or who has demonstrated bad behaviour on or off the track may face points being deducted.

At the end of the season, should two drivers find themselves on equal points, the driver who has the most wins across the entire season will be placed first. Should this not split the drivers it will then fall to second place finishes, and then third place finishes if they are still not split. In a situation where this still does not determine a winner, then it will fall to the most 'Fastest Laps' across the season.

Trophies

Trophies will be awarded to the top three drivers in the Lights and the top three drivers in the Heavies each round. Championship trophies will be awarded to the top three in each class at the conclusion of the final round of the season.

DRIVING STANDARDS

PENALTIES

Drivers may receive a position penalty at the end of the race if they are deemed to be committing an offence. Penalties are implemented in the order they are committed. The offences and penalties attached are:

Jump Start – If a driver begins to accelerate before the lights go out on the gantry, the driver will receive a three-position penalty.

Advantage by contact, bump and pass – If a driver has contact with another driver and causes them to gain the position, the offending driver will receive a one-position penalty. If the offending driver gives the position back, no penalty will be given.

Advantage by contact, take-out – If a driver has contact with another driver causing them to go off-track, spin and/or get stuck on track, the offending driver will receive a three-position penalty. If the offending driver gives the position back, no penalty will be given.

Overtaking under yellows – If a driver overtakes another driver under yellows, the offending driver will receive a one-position penalty. If the offending driver gives the position back, no penalty will be given.

Speeding/spinning under yellows – If a driver is deemed to be speeding under yellows, the offending driver will receive a one-position penalty.

Excessive warning boards – If a driver is issued three of the same warning boards (for example track limits), the offending driver will receive a one-position penalty.

Please note that the Race Director can issue penalties that are not listed for any action that they deem to be necessary or deserved.

CONTACT

Karting is a non-contact sport and this will be strictly adhered to in the Championship. It is possible that in some cases, contact may occur as a result of a racing incident for example if a driver loses control of a kart and another “brushes” it in the process.

Avoidable contact will not be tolerated and any driver deemed to have made avoidable contact with another driver will be penalised.

Depending on the severity of the incident, the drivers involved will be shown a warning board at the start line. This will be “NO BUMPING” for contact. Continued contact subject to severity may result in an immediate black & white flag or penalty (black flag).

Track Limits

Any driver observed putting more than two wheels on the kerbs will face a warning by the issue of a “TRACK LIMITS” board being displayed. Repetitive use of the kerbs will result in a penalty or disqualification. Drivers will be warned/penalised as follows:

1st Offence - ‘Track Limits’ board

2nd Offence - ‘Track Limits’ board

3rd Offence - ‘Track Limits’ board with black and white diagonal flag

4th Offence - Black flag

It will be assumed that any driver who is continuously exceeding the track limits is either unable to control the kart or trying to gain an unfair advantage. In both instances, the driver may receive a Penalty Board or even disqualified on the grounds of safety or fairness.

Overtaking

This is always a highly disputed issue but for the purposes of the Championship the following rules will apply:

It is the responsibility of the driver doing the overtaking to do so safely. There is no rule as to whether overtaking should be done on the left or the right and a driver making an overtaking move in to a corner may not expect to complete the manoeuvre if the line he/she is taking is closing towards the apex as a result of the kart ahead being on the racing line.

If two karts are side by side on the approach to a corner, it is the responsibility of both drivers to ensure that they negotiate the corner safely. In other words, a driver may not deliberately “squeeze” another off the circuit. If two karts are alongside throughout a corner the driver on the inside must leave one kart width on the outside of the exit of the corner. The driver on the outside must leave one kart width on the inside of the corner.

The driver overtaking on the inside must be under control and at least halfway alongside the other kart at the point of entry, the driver on the outside must then yield as any contact made will be their responsibility.

Weaving/Blocking

Weaving or blocking in an attempt to obstruct other karts is expressly prohibited.

It is not permissible to change direction by moving across the racing line more than once in any one instance and if a driver does this, it will be deemed as weaving and penalised as a result.

Spinning

Any driver spinning their kart should firstly ensure that they depress the brake pedal to stop the kart rolling backwards across the track and risk collecting another driver. Failure to do so will suggest that the driver is not in control of the kart and will receive a penalty.

A driver must raise his/her hand in the air to warn other driver and marshals of their situation.

If the kart is still on the circuit, the driver may turn their way back in to the race provided that they have made sure that the circuit is clear. Any obstructive driving at this point will lead to a penalty.

If in doubt, wait before making a move.

Black Flag Penalties

Black flags may be issued to a driver if they are deemed to be driving recklessly or dangerously and must be spoken to.

Black flags may also be issued for repeated offences as listed above. A black flag may also be issued if a driver's equipment is deemed to be unsafe by the Race Director. In this instance, the driver will serve a black flag as normal and no changes will be made to the running order of the race.

MECHANICAL FAILURE

Drivers must use the kart they have been allocated.

A driver's opportunity to raise concerns about a kart is during the practice session, prior to the chequered flag being issued. Once the untimed practice has finished, it will be assumed that they are satisfied with their kart. Drivers may only raise issues with a kart if they have concrete and material issues with a kart.

If a driver experiences issues with a kart during practice they should return to the pits. The kart will be inspected by an engineer and the kart may be tested by a kart test driver. If a kart swap is deemed necessary by the Race Director a different kart will be allocated. Provided the driver completes an out lap a complete lap and an in lap in either kart during practice/qualifying no other time/laps will be allocated to the driver.

If the Race Director determines that a replacement kart is not necessary the kart will be returned to the driver. If practice has finished at that point the driver will then continue to take part in the event provided they have completed practice as proscribed above in whatever kart is allocated to the driver. If a driver has not completed the practice requirements further time will be allocated.

It is suggested that any driver having an issue with a kart should return to the pits as early in the session as possible.

Karts that are found to have issues will be removed from the spares line up.

FLAGS, SIGNALS & LIGHTS

Race Start Procedure

Once drivers have been organised into their grid order, the race will begin via a rolling start. The pole-sitter for each fleet is required to set a slow, steady pace and maintain this until they see a green light on the digital board or a green flag waved. The lights on the gantry will go from a flashing yellow to green to start the race. In the event of a light failure a green flag will be waved in the air signalling the start of the race.

Chequered flag

This signals the finish of any practice or race. All drivers are expected to respect the flag and treat it as a full course yellow.

Yellow flag or strobe light

This is the most common and important signal. This indicates that there is an incident ahead. Drivers need to slow to half race pace, form a single line and proceed with caution with no overtaking.

Waved yellow: Local incident – no racing until past the incident and there are no flags or strobes at the following bend;

Static yellow: Full course yellow conditions – no racing until yellow flags & strobes are removed and a green flag is waved by the marshals.

Any drivers deemed to have driven dangerously or in a reckless manner (including but not limited to speeding) under the yellow flags or lights will be penalised.

Red flag

Race stopped – bring the kart to a stop quickly and safely at the side of the track. Wait for instructions from the marshals.

If the race is able to resume, the positions in which the drivers crossed the start line on the previous lap will determine their positions for the restart.

The race will be restarted under Full Course Yellow with all drivers one kart length apart at $\frac{1}{4}$ racing speed. On approach to the start line a green flag will be used to start the race once more.

Black and white diagonal flag

Driver warning – you are now being watched by the marshals so driving standards must improve.

GO TO PITS board

This may be issued at the Race Director's discretion if they suspect there is (or there clearly is) damage to a kart.

CAMERAS & COMMUNICATION EQUIPMENT

Drivers are welcome to use video cameras on the proviso that video footage must be submitted to Daytona Race Officials upon request. Any damage is the responsibility of the owners.

DRIVER & SPECTATOR BEHAVIOUR

The Race Director's/Race Incident Director's decision is final and must be accepted as being so in good faith by both the competitors and track officials.

Arguments and disputes with other drivers, associated spectators or staff of Daytona Milton Keynes by parents or other supporters and spectators will not be tolerated and may result in a points penalty or ban (subject to severity).

Daytona reserves the right to refuse entry as well as remove anybody from the premises at any time.

APPEAL & PROTESTS

The Race Director's/Race Incident Director's decision is final and must be accepted as being so in good faith by both the competitors and track officials

All appeals will be subject to a fee of £10 to be paid in advance of the appeal being made. All appeals must be made within 10 minutes of the end of the race concerned. Competitors must remain onsite. A form will be available at reception which is to be filled in with the grounds of the appeal, the parties involved and the applicant's version of events. Once the form had been filled in, it must be handed back to reception. Once an appeal has been made the Race Director will be made aware. All appeals will be investigated after the Awards Ceremony. The Race Director will hold a meeting with ALL involved parties to establish an outcome. Only drivers may attend the meeting and the decision reached will be final. No further appeals of the same or similar nature will be entertained.

Any drivers or associated spectators continuing to appeal either after an appeal has been filed and before the meeting or after the meeting will be subject to a points penalty. Should an appeal or protest be judged to be successful by the Race Director the fee will be refunded. For any unsuccessful appeal the fee will be donated to charity.

Arguments and disputes with other drivers, associated spectators or staff of Daytona Tamworth by parents or other supporters and spectators will not be tolerated and may result in a points penalty or ban (subject to severity).

Safety is the key issue and will be the factor upon which most decisions will be made. Please respect this and consider your own safety as well as the safety of others whilst on the circuit.

Spectators are rarely as close to the scene of the incident as track staff and officials and it will be the observations of the track marshals that will be taken as the grounds for decisions if appropriate.

Any attempt to appeal a decision or protest outside of the above terms will result in a points penalty, further dispute may result in removal from the championship.

Any aggressive behaviour or attempt to informally appeal a Race Director's decision will result in a penalty being imposed on the driver for whom the complainant is there to support. This is applicable to all Daytona staff members as well as fellow competitors/spectators. In extreme cases this may result in exclusion from the championship altogether.

Daytona reserves the right to refuse entry as well as remove anybody from the premises at any time.

Decisions on appeals will be reached before the beginning of the following round.

RULE AMENDMENTS

Daytona Motorsport reserve the right to amend rules and regulations as required throughout the season. Any such amendments will be communicated to drivers.

IN CLOSING

I look forward to the coming season of the SuperChamps, and I hope you do too. Please address any comments or concerns via email to yiorgos.meliotis@daytona.co.uk.

Yiorgos Meliotis
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Daytona Motorsport